

# COAST GUARD BULLETIN



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## INFORMATION ON VOTING BY MILITARY PERSONNEL

There is continued in this issue of the Coast Guard Bulletin, a section devoted to information regarding voting in the forthcoming elections. This section will be continued as long as the publication of this information is appropriate.

## PROFICIENCY IN COMMUNICATIONS REQUIRED OF LICENSED DECK OFFICERS

Deck officers of vessels in the United States merchant marine departing from United States ports will be required after January 1, 1945, to be proficient in wartime merchant ship communications, under Subchapter O—Regulations Applicable to Certain Vessels and Shipping During Emergency, according to an announcement just made by the Commandant of the Coast Guard and published in the Federal Register of August 1, 1944. This amendment to the regulations provides that officers may have their certificates endorsed "Qualified in-wartime communications" upon submission of acceptable evidence of their proficiency. Certificates of proficiency in wartime merchant ship communications issued by the Navy may be accepted by the Coast Guard Shipping Commissioners and license issuing officers as satisfactory evidence.

The evidence of proficiency in wartime merchant ship communications required by the provisions of certificates of inspection shall be exhibited to the Coast Guard Shipping Commissioner at the time of signing on the vessel.

Certificates of inspection of certain vessels will be deemed to include the provision: "The licensed deck officers, including the master, required by this certificate of inspection shall possess evidence satisfactory to the Commandant of the Coast Guard of proficiency in wartime merchant ship communication."

## NEW SCREENING PROCESS FOR MERCHANT MARINE PERSONNEL INAUGURATED

A new intelligence interrogation and screening program to be applied to personnel of the merchant marine has just been inaugurated by the Coast Guard by direction of the Secretary of the Navy and the Joint Chiefs of Staff. The objectives of the program are to safeguard vessels, harbors, ports, and water-front facilities against destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of a similar nature, by preventing any person whose presence thereon would, for good reason, be inimical to the interests of the United States and its allies from having access to vessels and water-front facilities.

The Commandant of the Coast Guard has stated his belief that, on the whole, the loyalty of the personnel of the merchant marine now going to sea has been established, both by their noteworthy service and by the screening process which has been going on during the past 30 months. Considering the volume of detailed work and time which would be involved in rescreening all of these persons, it is not, in the light of the exigencies of the situation, advisable at this time to embark upon a program of rescreening all of them.

The new interrogation and screening procedure will be applied in accordance with a plan which divides all merchant marine personnel into classes. Persons whose employment on merchant vessels require maritime documents and who

<sup>1</sup> Published with the approval of the Director of the Budget.

make application therefor, after July 10, 1944, are not to be issued any such documents until after clearance based on an intelligence interrogation or similar investigation. Alien officers and seamen in possession of maritime documents issued by any agency of the United States prior to July 10, 1944, are to be screened as soon as practicable. All other officers and seamen shall be permitted to sail on vessels or have access to water-front facilities without re-screening at this time.

Officers and seamen arriving in ports of the United States on merchant vessels which have sailed from ports where no security intelligence control is maintained by the United States or allied countries are not to be permitted to sail from the United States in any vessel bound for a theater of war until that person has been screened. Alien officers who make application for maritime documents incident to engagements as watch officers on vessels of United States registry must be cleared by Coast Guard Headquarters. The existing provisions affecting enemy aliens are not affected by these new instructions.

Summarizing, the Commandant has emphasized that, in administering this program, his policy is (1) that vessels on voyages essential to the war effort shall not be delayed, (2) to take such action as will be consistent with national security and the successful prosecution of the war, and (3) to safeguard the interests of the individual to pursue his chosen field of endeavor.

#### **COMPLEMENTS OF TEMPORARY RESERVISTS ESTABLISHED BY HEADQUARTERS**

To clarify the extent of the operations of the Temporary Reserve units serving as a part of the Coast Guard, the Commandant has established definite complements for each Coast Guard district. This includes authorization for 20 Volunteer Port Security Regiments with a total strength of 25,578 Temporary Reservists, and a total of 40,153 Temporary Reservists enrolled from the Coast Guard Auxiliary, making a grand total of 65,731 Temporary Reservists authorized. Of this number 43,839 are already enrolled.

These complements were determined as the result of a Headquarters survey of all the District Temporary Reserve activities. District Coast Guard officers were requested to submit statements of the number of Volunteer Temporary Reservists they would require for the performance of Port Security duties both ashore and afloat.

#### **NEWLY APPROVED TYPES OF LIFE PRESERVERS WILL CONSERVE KAPOK**

As a means of conserving the kapok used in the manufacture of life preservers, the Merchant Marine Council of the Coast Guard is sponsoring the production of newly designed life preservers and is discontinuing the approval of older types.

The improved life preservers are known as models 1, 2, and 3, and are so constructed that the amount of kapok used to obtain the desired buoyancy can be accurately controlled, thus eliminating waste.

The suspension of approval of other types of life preservers has been published in the Federal Register, and is as follows:

Effective on and after November 1, 1944, and to continue for the duration of the national emergency, the approvals of all types of adult kapok life preservers which are used on ocean and coastwise merchant vessels are suspended, except for models 1, 2, and 3 complying with Coast Guard Merchant Marine Inspection Drawing No. F-49-6-1 and specification dated June 10, 1944: *Provided*, That these suspensions of approvals shall not affect any approval life preservers manufactured prior to such date, which approved life preservers are hereby authorized to be used on board merchant vessels so long as they are suitable and in good condition.

#### **NAVY CALLS ATTENTION TO LEAD POISONING HAZARDS ON TANK VESSELS**

Serious cases of lead poisoning, several of which have been fatal, resulting from the operation of tank vessels, has prompted the Bureau of Ships of the Navy Department to issue a new engineering circular upon this subject. This circular is also being brought to the attention of all Coast Guard personnel concerned, and the following are excerpts from it.

The hazard of lead poisoning is present whenever men enter a stowage tank which has contained leaded gasoline. Tetraethyl lead compound added to gasoline to increase its antiknock value is toxic and may enter the body through inhalation, skin absorption, or by way of the digestive tract. Serious cases of lead poisoning, several fatal, have occurred from exposure in tanks that have contained leaded gasoline, but these have occurred only when such tanks were cleaned without following recommended safeguards.

A tank which has contained leaded fuel may offer serious danger of exposure to lead poisoning, due to volatile organic lead compounds in sludge and scale which may be present even after flushing with water. A further danger exists from the inorganic lead compounds in the water bottoms and sludge resulting from treating operations other than tetraethyl lead. It is obvious, therefore, that no stowage tank used for leaded gasoline may be assumed to be free from a lead hazard, even though it is free

of gasoline vapor as determined by a combustible gas indicator.

The Ethyl fluid may be trapped in the bottom sediment of leaded gasoline stowage tanks, and the agitation of this sediment of sludge, when cleaning the tanks, allows it to vaporize. This vapor may then be present, even though the tank has been gasfreed, as determined by the combustible gas indicator. This condition will exist until the tank has been thoroughly cleaned.

Future changes in the composition of high octane gasoline will tend to increase the toxic hazards.

The hazards of fire, explosion, and asphyxiation are also present.

A blower-type or positive-pressure air line hose mask should be worn by any person who enters a tank which has contained leaded-gasoline but has not been thoroughly cleaned. This applies not only to tank cleaners but to all others who go into the tank for any purpose.

All workmen must wear clean clothing from the skin out; also acid-proof gloves and rubber boots of good quality and in perfect condition.

Clothing must be changed and laundered, and a bath must be taken every day, either at the end of the day's work or when the job is finished. If at any time clothing gets soaked with gasoline or sludge, the workmen must bathe at once and put on clean clothes. At the end of each day, and after the job is completed, masks, boots, gloves, and tools must be cleaned.

#### SHIP WHICH NORMALLY MARKS DIAMOND SHOAL STATION IS SUNK BY TUG

Lightship Number 105, normally maintained by the Coast Guard on the Diamond Shoals, lightship station, North Carolina, and which until recently had occupied that station since it was built in 1922, was sunk by a tug off Cape Henry, Va., on July 20. There was no loss of life.

Lightship Number 105 was the fourth vessel to occupy regularly the Diamond Shoal Station, one of the most exposed lightship stations in the world, the ship being anchored 13 miles off Cape Hatteras and 5 miles from the outer edge of Diamond Shoal. A lightship was first placed here in 1824 but had great difficulty in remaining on the station, and in 1827 was blown ashore and wrecked. It was 70 years before another lightship was stationed here. Attempts were made to keep both bell boats and buoys on the shoals but without success. Congress even authorized the construction of a lighthouse by contract, but the work was abandoned when seas partly destroyed the foundation. In 1897 another lightship was placed on the station, and a ship has been maintained there continuously since, with the exception of brief intervals. During World War I, Lightship Number 71 then occupying the station was sunk by a German submarine.

Built under an appropriation of \$450,000 by the Consolidated Shipbuilding

Corporation at Morris Heights, N. Y., Lightship Number 105 had a steel hull, 147 feet over all, with a beam of 30 feet, a depth at the side of 14 feet 9 inches, and a displacement of 825 tons. The vessel was of the self-propelled type, with a single screw, driven by a fore and aft compound engine of 475 horsepower. The signaling equipment included a flashing light from a 375 millimeter lens lantern at the foremast head, the illuminant being acetylene gas, controlled by an electric flasher operating the gas burners. It was the first lightship to be fitted with a radiobeacon and in addition had a steam chime whistle as a sound-in-air fog signal.

In 1933 the lightship was involved in the most violent hurricane which had swept that part of the Atlantic coast in many years. It was driven off station and into the breakers on the shoals but was gotten off safely through outstanding seamanship and the cool courage of the engineroom force. The master was seriously cut by broken glass, and at the height of the storm the melting of a fusible safety plug in a boiler resulted in an immediate loss of steam. Working inside a still hot boiler, men replaced this plug, again raised steam, and had power on the propeller shaft before the ship actually grounded.

For the heroism shown on this occasion a letter of commendation signed by the President was sent to the ship.

#### ICE BREAKER AND TENDER CLASS CUTTERS AUGMENT COAST GUARD FLEET

An ice-breaking cutter and four tender-class cutters have been placed in commission, and two tender-class cutters are to be launched shortly to augment the Coast Guard's fleet of vessels.

The 269-foot ice-breaking cutter *Southwind* and the 180-foot tender-class cutters *Firebush* and *Sweetbrier* were accepted by the Coast Guard and placed in commission on July 15, July 20, and July 26, respectively. The *Southwind* was built by the Western Pipe & Steel Co. at San Pedro, Calif.; the *Firebush* by the Zenith Dredge Co. at Duluth, Minn.; and the *Sweetbrier* by the Marine Iron & Shipbuilding Co. at Duluth, Minn.

Two other cutters of the 73-foot class, the *Shadbush* and *Clematis*, were accepted by the Coast Guard and placed in commission on July 28. These cutters were built by Petersen & Haecker, Ltd., Blair, Nebr.

A 64-foot harbor patrol boat, *CG-64304*, was also accepted and placed in commission on July 26 by the Coast

Guard. This vessel was built at the Patchogue Yacht Basin, Long Island, N. Y.

The 100-foot tender-class cutters *Primrose* and *Smilax*, under construction at the Dubuque Boat & Boiler Co.'s yard at Dubuque, Iowa, were launched August 20. Miss Eleanor Ulrich, of Dubuque, Iowa, sponsored the *Primrose*, and Mrs. R. G. Willoh, wife of Lt. Comdr. Willoh, United States Coast Guard Reserve, on duty in the Coast Guard's St. Louis district office, sponsored the *Smilax*.

#### LAPEL BUTTON AVAILABLE TO RESERVISTS AND TEMPO- RARY RESERVISTS

A lapel button, the insignia of the Coast Guard, has been prescribed by Coast Guard Headquarters, to be worn on civilian dress by members of the Coast Guard Reserve in an inactive duty status, and by temporary members of the Reserve when not on duty.

These lapel buttons will be issued in kind to temporary members of the Reserve where this does not cause the total value of issues to exceed the prescribed allowance. They will be sold to officer personnel of the Temporary Reserves, and to others entitled to wear them.

#### NEW EDITION OF WARTIME SAFETY MEASURES IS NOW AVAILABLE

A new and revised edition of the publication "Wartime Safety Measures for Merchant Marine," published by the Coast Guard for the information and guidance of the shipping industry, has just been issued and is now being distributed. This edition contains many changes and additions to both text and illustrations.

A detailed drawing shows the new 24-foot lifeboat now recommended by the Coast Guard for use aboard merchant vessels. Among the improvements which have been incorporated in this boat are more comfortable seat height, and clear space under the seats where persons may lie down. There is also better provision for the stowage of rations, water, and other items of boat equipment.

The book contains several new line drawings illustrating details of lifeboat launching gear. There is also a table of revised dimensions of sails and masts for lifeboats. A new line drawing, in perspective, shows the stowage of all items of lifeboat gear in the standard class 1 lifeboat.

There has been a revision of the text on the stowage arrangements for lifeboats, and there is now also a list of equipment for life rafts approved since March 15, 1943.

There is a new sketch of a standard sea anchor and a revision of the text on the use of such objects. The text and illustrations on lifesaving suits has also been improved. New special items of equipment now required by the regulations are described, and there are revised lists of lifeboat and lift raft equipment of seagoing barges.

The portion of the text dealing with the care of survivors has been revised by the addition of data on malaria. At the end of the volume is a check list of equipment for lifeboats, life rafts, and of special equipment carried on board of vessels.

The following excerpts from the foreword to this volume further explain the purpose of the publication:

Normal peacetime requirements are inadequate in affording the necessary protection to seamen and shipping under wartime conditions. The United States Coast Guard has had, and will keep constantly under its consideration, the objective of developing additional precautionary and lifesaving measures, including provisions for additional lifesaving and other equipment to meet the conditions arising from enemy attacks on ships and seamen.

After consultation with various sections of the industry to the extent that the necessities of the situation and time permit, the regulations contained herein have been adopted and are to be effected as soon as possible on all merchant ships with the primary objective of providing increased protection for seamen and shipping from enemy action. From the cooperation evidenced by all sections of the industry in complying with wartime measures, no difficulty should be encountered in obtaining this objective.

The measures contained herein are based on the practical experience of the seafaring fraternity engaged in the war and found effective in practice. This publication is printed in a form which is designed to insure the greatest possible understanding of these wartime measures: i. e., each regulation is printed in bold-face type and immediately followed by explanatory and interpretive material.

#### SECURITY SHIELD OF HONOR AWARDED PHILADELPHIA V. P. S. F. REGIMENT

At a review of the Philadelphia Regiment of the Coast Guard's Volunteer Port Security Force, held on August 4, the one hundred and fifty-fourth anniversary of the Coast Guard, awards were made of four Coast Guard Security Shields of Honor. At this review, 2,500 Temporary Reservists, both men and women; a formation of SPARS; a platoon of Temporary Reservists from Auxiliary flotillas of the district; and regulars passed before Headquarters officers and officers of the local units.

The four security shields of honor, with appropriate citations, were awarded, one to the Philadelphia Regiment; one to Commander Harold Scott, its commanding officer; and one each to Mr. Dimitri F. White and Mr. Donald Jenks, the latter the originators of the volunteer port security force idea now flourishing in Philadelphia and 20 other cities.

Headquarters representatives present were Rear Admiral Frank-J. Gorman, Rear Admiral Robert Donohue, Rear Admiral Charles A. Park, Captain Norman B. Hall, and Captain Arnaud C. Marts. After the review, the officers of the regiment gave a dinner to the headquarters officers and to Captain Coffin, District Coast Guard Officer, and Lieutenant Commander J. Bennet Nolan of the Temporary Reserve Division.

#### **WAR DEPARTMENT REPORTS VAST MOVEMENT OF TRAFFIC ON INLAND WATERWAYS**

The War Department has recently released figures which show the great volume of freight which has been moving during the last few months upon the inland waterways of the United States. According to these figures, gross traffic in 1942 was over 125,000,000 short tons. In addition to this the Gulf Intracoastal Waterway handled 21,000,000 tons.

Combined traffic handled by all of the rivers of the Mississippi River system above New Orleans was over 146,400,000 tons. There were increases in traffic in nearly all areas, despite the transfer of many river barges to service along the Atlantic coast. In these figures, the tonnage of certain vital war materials moving on the inland waterways has been excluded.

#### **NEW ALLOY REPLACES BELL METAL; EFFECTS GREAT SAVING OF TIN**

In searching for a bell metal containing little or none of the critical metals, particularly tin, the Coast Guard has found acceptable an alloy which includes a minimum of scarce metal and which produces bells actually superior to those made by the time-honored formulae. The new alloy is called Hercule Ingot metal.

Discovery of the clear ringing qualities of this metal were made by founders in Baltimore, Md., who called the at-

tention of the Coast Guard yard to this fact. A sample of the metal was sent to the yard at Curtis Bay where a standard 225-pound bell for a buoy was cast from it. This bell was machined to the same dimensions as a regular bell-metal bell, mounted in a bell tower, and the tone was compared with a standard bell under controlled conditions.

Advantages of bells and gongs cast from the new alloy are greater strength, reduced cost, improved machinability, and freedom from brittleness. Particularly important at this time is the low tin content, this being only 0.25 percent as compared with 20 percent in bell metal.

Bells and gongs made of the new alloy cost approximately 20 percent less than those made of the usual bell metal, but more important is the saving of tin, for about 50 pounds of this metal is saved in every 225-pound bell, and in a 1,000-pound bell this saving is 220 pounds.

#### **NUMBER AND RANK OF STAFFS OF TEMPORARY RESERVE UNITS PRESCRIBED**

The pattern of rank for the officers of units of volunteers enrolled as temporary members of the Coast Guard Reserve has just been prescribed by Coast Guard Headquarters and published to the Service in personnel bulletin No. 95-44. The pattern laid down provides for groups of various sizes of temporary reservists enrolled from the Coast Guard Auxiliary, and also for regiments and battalions of the Volunteer Port Security Force.

The provisions of this Bulletin apply to temporary members of the Coast Guard Reserve who perform Coast Guard duties as volunteers without pay and does not apply to the pilots, Great Lakes officers, and civil-service employees who are enrolled as temporary members of the Coast Guard Reserve.

Ranks are prescribed for the following groups: District organizations having Temporary Reservists enrolled from the Auxiliary; local units of Temporary Reservists enrolled from the Auxiliary; and regiments and battalions of the Volunteer Port Security Force. Each of these in turn is subdivided into three classes according to the authorized strength of their groups. In each group and class the number and rank of the officer complement is prescribed.



## INFORMATION ON VOTING BY MILITARY PERSONNEL

### How and When You May Vote

The Servicemen's Voting Law (Public Law 277—78th Congress) provides that "there shall be delivered" to each eligible person a postcard (USWBC Form No. 1) not later than August 15 outside the United States, and not later than September 15 inside the United States.

The Navy Department defines an eligible person as any citizen who is a member of the armed forces of the United States, the merchant marine, or of the American Red Cross, the Society of Friends, the Woman Auxiliary Service Pilots, or the United Service Organization if attached to and serving with the armed forces and who will be 21 years old on November 7, 1944 (18 for citizens of Georgia).

This distribution of postcard applications for State absentee ballots has taken place throughout the world wherever a United States naval unit is located. However, in the event that an eligible serviceman has not received, for any reason, a postcard application for a State absentee ballot, he should immediately notify the voting officer of his unit and one will be furnished by him. The mailing of this postcard application properly executed and addressed to the Secretary of State (State Capitol) of the voter's home State will set in motion the machinery for delivery to the serviceman of a State absentee ballot (South Carolina has no provision for honoring postcard applications for State absentee ballots). Upon receipt of the State absentee ballot, the serviceman can then cast a vote for candidates of his choice for every office for which a State election is being held, including the offices of the President and Vice President, Senator and Representative in Congress. Prompt attention therefore to the mailing of the postcard application may still provide an opportunity to the serviceman to vote a complete State absentee ballot as the Navy Department is making available throughout the world every facility for airmail delivery of postcard applications for State absentee ballots and for return of the State absentee ballot to the voter.

In addition, as supplementary to the State absentee voting procedures, the servicemen's voting law provides for a

Federal ballot to be used under certain circumstances when the State absentee ballot has not been received by the serviceman voter. This Federal ballot contains spaces for writing in the names of the candidates for President, Senator, and Representative in Congress for whom the voter desires to vote in the election. However, this Federal ballot will only be furnished an eligible person OUTSIDE THE UNITED STATES who can state on oath that he did, prior to September 1, make an application for a State absentee ballot but as of October 1 had not received the State absentee ballot, provided he is a resident of one of the following 20 States:

California, Connecticut, Florida,<sup>1</sup> Georgia,<sup>2</sup> Maine, Maryland, Massachusetts, Michigan, Nebraska, New Hampshire, New Jersey, New Mexico, North Carolina, Oklahoma, Oregon, Rhode Island, Texas, Utah, Vermont, Washington.

There can be no voting by the Federal ballot under any circumstances inside the United States. There can be no voting of the Federal ballot prior to October 2.

There have been instances where personnel by mistake have been furnished and have executed a Federal ballot prior to October 2 but such ballot is unlawful and will not be honored by the States. However, eligible personnel who have so voted are entitled, under a ruling by the Judge Advocate General of the Navy, under date of July 29, 1944, to be furnished by their voting officer a Federal ballot if OUTSIDE THE UNITED STATES AT THE PROPER TIME AND UPON MAKING THE PROPER OATH.

### GENERAL INSTRUCTIONS TO ALL VOTERS:

- (1) Vote your ballot in secret.
- (2) The serviceman upon receipt of his State Absentee Ballot should execute it exactly in accordance with instructions accompanying it and return it at once to the proper state official.

<sup>1</sup> Florida authorizes use of Federal ballot only by members of armed forces, women air force service pilots, and merchant marine.

<sup>2</sup> Georgia authorizes use of Federal ballot only by members of armed forces.

- (3) In voting by Federal ballot consult Navy Department Poster Number 3 and ascertain your congressional district.
- (4) In voting by Federal ballot be sure to consult the lists of candidates and their parties for President and Vice President, and for Senator and Representative in Congress. (See Navy Department Poster No. 4.)
- (5) Follow carefully instructions and voting procedure which ap-

pears on the top of the Federal ballot.

- (6) PRINT OR WRITE PLAINLY WHEN YOU ARE REQUIRED TO DO SO.
- (7) Refer to the detailed graphic description on voting by Federal ballot set forth in Navy Department Voting Poster No. 5.

Following is the text of Navy Department Voting Poster No. 5.

### VOTING BY FEDERAL BALLOT

#### Outside United States General Election 7 November 1944

Members of the Army, Navy, Marine Corps, Coast Guard, Merchant Marine, and persons serving with the American Red Cross, the Society of Friends, the Women's Auxiliary Service Pilots, and the United Service Organizations attached to and serving with the armed forces, have rights to vote by Federal ballot.

#### What is a Federal ballot?

The Federal ballot covers only President, Vice President, U. S. Senator, and Representatives in Congress. You will be given an opportunity to vote by Federal ballot, if you are eligible and want to do so, provided that the military situation in your organization does not prevent. You will not be ordered to vote or marched to the voting place.

#### Are you entitled to a Federal ballot?

You are entitled to receive a Federal ballot only if your home residence is in one of these States: California, Connecticut, Florida, Georgia, Maine, Maryland, Massachusetts, Michigan, Nebraska, New Hampshire, New Jersey, New Mexico, North Carolina, Oklahoma, Oregon, Rhode Island, Texas, Utah, Vermont, Washington.

Florida authorizes use of Federal ballot only by members of the armed forces, the Women Air Force Service Pilots, and the Merchant Marine.

Georgia authorizes use of Federal ballot only by members of the armed forces.

And you are an American citizen, 21 years of age or over (18 for Georgia citizens) on 7 November 1944; and you will make oath that you applied for a State ballot before 1 September 1944 and did not receive it by 1 October 1944.

#### When do you vote?

You vote on one of the days after 1 October 1944 designated by your Commanding Officer. If you will be or have been away from your unit upon the designated voting days, your Commanding Officer will let you vote at some other time between 2 October and 7 November, inclusive.

#### This is how you get your Federal ballot.

Your Voting Officer will give you a Federal ballot, on your oral request, on the day you are to vote.

Before he can give you a Federal ballot, you must state to him that you will make oath that you applied for a State ballot before 1 September 1944 and did not receive it by 1 October 1944.

#### This is what you do before voting.

Study Poster No. 3 (Map). Find the number of your home Congressional District, so you can pick out the candidates for Representative from your home District on Poster No. 4.

Look at Poster No. 4 (List of Candidates). It tells you the offices for which you can vote and the names of the candidates. Decide for yourself what can-

didates you want to vote for. Be sure to get their exact names. If the Poster does not contain the names of all Federal candidates for whom you can vote, use the best information you can get.

If there is any instruction or procedure you do not understand, ask your Voting Officer to explain it and he will help you. He will not help you in your choice of candidates.

A person who cannot read or write because sick, wounded, injured, or for any other reason, should ask his Voting Officer to assist him.

**This is how you vote.**

Get your ballot, inner envelope, and outer envelope from your Voting Officer at the designated voting place.

Only voters and voting officials will be allowed close to the voting place, which at all times will be kept free from congestion and confusion.

Read the instructions on your ballot. Then follow carefully each instruction.

Fill in your ballot in secret.

If you spoil or damage your ballot, or make a mistake in writing in a candidate's name, return the ballot to your Voting Officer, who will give you a new one.

**This is what you do after making out ballot.**

In filling in spaces on your ballot envelopes, follow carefully each instruction on your ballot.

Be sure to fill in each item of the oath on your inner envelope.

Address outer envelope to the capital city of your home State. (State Capitals are listed on Poster No. 3.)

When your ballot is ready to mail, give it to your Voting Officer. Do not mail it yourself.

If you receive a State ballot after you have completed and delivered the Federal ballot to your Voting Officer, you may vote the State ballot. If both ballots are received in your home State in time to be counted, only the State ballot will be counted.

The determination of the validity of your ballot, State or Federal, will be made by local election officials of your home State.





